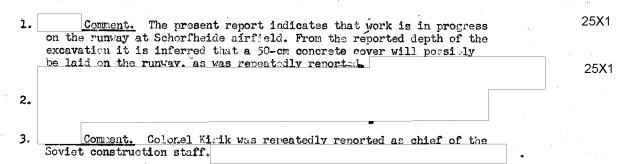
TOPIC		į
I U 1 1 U	Schorfheide Airfield	MANAGEMENT OF THE STATE OF THE
EVALUATION_	PLACE OBTAINED	25X
DATE OF CO		
DATE OBTAIN	EDDATE PREPARED31 March 1953	
REFERENCES		
PAGES	2 ENCLOSURES (NO. & TYPE)	
REMARKS		
	This is UNEVALUATED	
	Information	25X1
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	This section was graded between 23 and 28 February. Subsequently, concreting work was to start there. For this purpose, crushed stones were hauled to the field. Every day, about 20 carloads arrived on the spur track near the cement	· · · · · · · · · · · · · · · · · · ·
2.	silos where the cars were unloaded. No cement was available as yet. In late February, workers started to take the humus layer off the terrain east of the Vietmannsdorf-Gross Doelln road. A ditch, I meter deep, was being excavated on the southern edge of the excavation along the runway. Work started at peg No 28 and continued toward the east. In this ditch a water pipe was to be laid which extended to an auxiliary pumping station from where the construction site was to be supplied with the required water for concreting. No excavating was under way between pegs 1 and 16.1 A second spur track was laid just east of the Vietmannsdorf-Gross Doelln road thus, a track extended on either side of the cement silos and railroad cars could be unloaded at both sides at the same time.	on .
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3.	February, workers started to take the humus layer off the terrain east of the Vietmannsdorf-Gross Doelln road. A ditch, I meter deep, was being excavated on the southern edge of the excavation along the runway. Work started at peg No 28 and continued toward the east. In this ditch a water pipe was to be laid which extended to an auxiliary pumping station from where the construction site was to be supplied with the required water for concreting. No excavating was under way between pegs 1 and 16.1 A second spur track was laid just east of the Vietmannsdorf-Gross Doelln road thus, a track extended on either side of the cement silos and railroad cars could be unloaded at both sides at the same time. During the second half of February, work was resumed on the terracus installations. On 28 February, work was completed to the status that windows and doorframes could installed. During the Christmas holidays, a large portion of workers had left the Schorfheide project and gone to the large construction site on Ruegen Island. Thereupon an order was issued, according to which workers of a Bauunion who leave a project must not be employed at another construction site of the same Bauunion or of another Fauunion. About 120 workers of the Schorfheide project who resided in Zehdenick were daily hauled by bus to and from their work site, as the railroad line was not yet open for passenger traffic.	on



delay the target date for completion of the project. It was rumored at the Bauunion that a portion of the administrative personnel at the Schorfheide project would be dismissed and that the Bauunion was under the surveillance of the criminal police. Construction superintendent Teutsch (fnu) was replaced by a Kunze (fnu). A group of 11 cargenters refused to sleep any longer in the low wooden buildings which had been recently constructed of fresh timber by a special Soviet construction detachment. The laborers wanted to go home for the weekend which, however, was against the contract. Overcrowded transportation facilities for the workers led to several fist fights. The recently being towards building for cultural use was set on fire.



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